### Prightful Case of a Colored Mag.

Leontracted a fearful case of blood poison in 1853. I was treated by some of the best physicians in Atlanta. They used the old remedies of Mercury and Potash, which brought on requirements and impaired my digestive organs. Every loint in me was swollen and full of pain. When I was given up to die, my physicians thought it would be a good time to test the virtue of Swift's Specific. When I commenced taking S. S. the physician said I could not live two weeks under the ordinary treatment. He commenced to give me the modicine strictly according to directions, which I continued for several months. I took nothing else, and commenced to improve from the very first. Some the rheumatism left me, my appetite became all right, and the ulcers, which the doctor said were the most frightful he had ever som, began to heal, and by the 1st of October, 1854. I was a well man again. I am stronger now than I ever was before, and weigh more. S. S. S. has saved me from an early grave.

LEM McCLENDON.

Lem McClendon has been in the employ of the Chess-Carley Company for some years, and I know the above statements to be true. At the time he began taking Swift's Specific At was in a horrible condition. I regard his cure almost miraculous.

W. B. CROSBY, Manager, Chess-Carley Co., Atlanta Division, Atlanta, Ga., April 18, 1885.

For sale by all druggists.

Treatise on Blood and Skin Diseases mailed free.

free.
The Swift Specific Co., Drawer 3, Atlanta,
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RUPTURE POSITIVELY CURED BY THUMPH TRUSS CO. of New York and Philadelphia. The only firm in the world who dare Guarantee the cure of Rupture. Dr. C. W. Burnham, the great Truss Expert, general superintendent, is now at the SF. MARC HOTEL, corner Pennsylvania ave. and Seventh st. Washington, D. C. He gives examination and advice free, and free trial of Trusses. Call or send stamp for circular and be cured. je5-1m

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Who has given his life to hopeless sufferers, can be consulted at No. 723–12th st., Washington, D. C. Specialty: All Chronic Diseases. Consultation fee, \$1. A few testimonials:

"Dr. Hebbard has but few if any superiors in the medical line."—Brooklyn Eagle.

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methods of saving human life."—Philadelphia Press.

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Je18-tf

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CHEAM BALM
Cleanses the
Head. Allays
Inflammation.
Heals Sores, Restores the Senses of Taste, Hearing

and Smell. A quick Relief. A PRIOS FORCE. Positive Care. HAY-FEVER CREAM BALM has gained an enviable reputation, displacing all other preparations. A particle is applied into each nostril; no pain; agreeable to use. Price 50c. by mail or at druggists. Send for circular. ELY BROTHERS, Druggists, Owego, N. Y.

A NEW DISCOVERY. NASALINE immediate relief for Gold in the ead, Sore Nose, Catarra &c. 10c. a box. F sale by all druggists.

DILES. OINTMENT

If a pleasant, sure cure,
SYNPTOMS are
MOLETURE, by servicing a place of the pl

# Manhood Restored

dy, has discovered a simple means of salf-cure, in he will sand FREE to his fellow-sufferent, cas, J. H. REEVES, 43 Chatham St., New York.

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STANDARD TYPE-WRITER



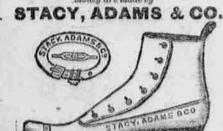
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These goods are made of the best French and Domestic slock, Kangaroo tops, in hand and machinesewed, in CONGRESS, BUTTON and LACE, and
EVERY PAIR WARRANTED. Satisfaction is
guaranted everyone that wears the Stacy, Adams
& Co. Shoc. Sold everywhere by first-class dealers. If these goods are not kept in stock by your dealer send your address to STACY, ADAMS & Co., 98 Summer Street, Boston, Mass

WAS IT I, OR WAS IT YOU? Oh: was it 1, or was it you That broke the subtle chain that can Between us two, between us two Oh: was it 1, or was it you?

Not very strong the chain at best, Not quite complete from span to span: I never thought 'twould stand the test Of setfled commonplace, at best.

But on how sweet, how sweet you were! When things were at their first and best, And we were friends without demur, Shut out from all the sound and stir. The little, petty, worldly race!
Why couldn't we have stood the test—
The little test of commonplace—
And kept the glory and the grace

Of that sweet time when first we met? Oh was it I, or was it you That dropped the golden links and let The little rift, and doubt, and fret

Creep in and break that subtle chalor Oh! was it I, or was it you? Still ever yet and yet again till parted friends will ask with pain. —Nora Perry in the Independent.

#### A LUCKY MISTAKE.

How Hattie Hardy Captured a Young Minister.

"Ah," said old Mrs. Prodgitt, "things have changed since my day! When I was a girl folks used to stay at home and help their mothers do the housework, and piece bed-quilts and embroider lace veils, instead of running about in all the dirty streets and narrow lanes in creation!"

She had come up from Owl Brook to visither cousin Mary Ann, who had married Ebenezer Hardy a quarter of a cen-tury ago, and settled down in New York, and, as she expressed herself, "things seemed to be all turned topsy-turvy." "But, Cousin Prodgy," said saucy Hat

wave.

The captain had been negligent—the hangings of the rudder were allowed to wear weak, and suddenly it had dropped deep into the sea!

Strong in intellect, in physical vigor, in energy and in ambition, man confronts, undaunted, gigantic tasks and commands applause for his magnificent achievements. But, all unexpectedly, an alarm comes—the rudder of his constitution is gone. He has been careless of its presertie Hardy, who was equipping herself with basket, bags, parasol and waterproof cloak, "it is a work of mercy and charity we are engaged in." "Nonsense!" irritably cried Mrs. Prodcomes—the rudder of his constitution is gone. He has been careless of its preservation; mental strain, nervous excitement, irregular habits, over-work, have destroyed the action of his kidneys and liver. This would not occur were Warner's safe cure used to maintain vigor. And even now it may restore vitality to those organs and give back to the man that which will lead him to the haven of his ambition.—[The Traveler,

"Nonsense," irritably cried Mrs. Prodgitt. "I think you have all gone craxy
together. I'm surprised at you, Mary
Ann, to let the child go tramping all over
the city by herself. In my day it was not
considered respectable."

"You say, truly, that times have changed
since then," mildly uttered Mrs. Hardy,
who was knitting fleecy white wool by the
fire. "Be sure, Hattie, that you come
home early. The new minister is to be
here to-night to tea, and Betsy can't be
trusted with the new set of moss-rose

trusted with the new set of moss-ro "I wonder what he is like," said Hattie,

as she tied the deep blue strings of her hat into a coquettish bow under her round chin. "I do hope he's young and hand-

some."
"My dear" remonstrated Mrs. Prodgitt.
"Of course," added Hattie, "we know
that old Mr. Puzzleton was a perfect saint,
but one don't like saints with red noses
and spectacles and three layers of double chin!"
Mrs. Prodgitt looked as it she expected.
'that Hattie would be struck by lightning on the spot for that heretical remark.
'thereft' was all that she could utter.

"Harriet!" was all that she could utter.
While Mrs. Hardy, more accustomed to
the audacious speeches of her pretty
daughter, went on in her purring, sing-

daughter, went on in her purring, singsong tones;
"Bon't forget that poor widow in Cobb
lane, Hattie. And if you go to Milo Reneau's I think it would be well to speak a
word in season to that great lazy son of his
who is always buying lottery tickets and
dees nothing to support the old folks."
"Ch, yes! I am glad you mentioned
that," said Hattie, penciling an entry on
her tablets. "Mem—To give Gilbert Reneau a piece of my mind."

Hattie, on her errand of mercy, went
from house to house in the darkened lane
and crowded tenement districts. She could
be gay and flippant enough when "Cousin
Prodgy" teased her, but here she seemed
to have assumed a new personality of

to have assumed a new personality of dignity and sweetness. Old Milo Reneau's was the last house on

her list. She glanced anxiously at her watch as she went in.

"Past 5," she said to herself. "I must make haste, or the dear little mamma."

will be fretting.

The dusk of the October evening had already darkened the little room, where lay the patient old sufferer from rheuma-As she came around the corner of tism. As she came around the corner of the door she perceived a young man sit-ting at an uncovered pine table—a figure strongly silhouetted against the window. "Ah!" said she, the spirit of righteous exasperation rising up in her heart, "so I've caught you at last in the very midst of your evil practices?"

The young man rose hurriedly to his feet.

The young man rose hurriedly to his feet.

"I beg your pardon—" he began, but the tide of Hattie's indignation was not thus easily stemmed.

"Don't beg my pardon," she said. "Beg the pardon of society—of public opinion—of everything else which you are outraging by this shameful behavior of yours. Apparently you have neither pride nor self-respect left. Now, take my advice—turn over a new leaf. Give up your evil practices and set yourself to carn a decent living. Look me in the eyes, young man," she added, severely. "Tell me if you are not ashamed of yourself?"

To all appearances the culprit was stricken dumb. Involuntarily he raised a pair of clear, honest gray eyes to Hattie's face according to 'orders,' but he did not speak a word, good, bad, or indifferent.

"He's not had looking." thought Hat.

reent.

"He's not bad looking," thought Hattie, "but I must not neglect the chance of making an impression. "I am surprised at you." she added aloud. "A great, ablebedied fellow like you settling down as a disreputable inculus on your friends and relatives. Don't you know you are the talk of the neighborhood? Get up—go to work! Never let me see you idling here again! No; don't answer me, I never enter into argument with the people in my district. Logic is useless in a case like this."

She hurried to old Milo, who, being stone deaf, looked smillingly on during this brief but energetic monologue as if it had been a recitation from Shakspeare. "Here's some extract of beef for you, Mr. Reneau!" she shouted in his ear, "and a tumbler of lemon jelly! I hope your lumbago is better. I'm sorry I can't stay a little longer to-day, but I'll come

again very soon. And nedding and smiling good-by to him, she bustled away. She arrived none too soon on the domestic tapis.

Betsy had already broken one of the

moss-rose teacups and spilled all the salad dressing, so that Hattle had to go to work to make more.

Cought Prodgitt had lost her spectacles,

and Mrs. Hardy could not find her best lace frill. Consequently she was only half through arranging her halr when Mrs. Hardy

called up the staircase:

"Harriet! Harriet! Mr. Gray has come."

She hurriedly coiled up the shining bronze locks and fastened them with a shell pin, tied the Swiss muslin bow at her throat and, catching up her pocket-

handkerchief, ran down stairs.

Consin Prodgitt was still adjusting her caustrings in her own room.

Mrs. Hardy had gone to see if the tea was properly steeping, and so our heroine walked directly into the presence of the Roy Cecil Gray. Rev. Cecil Gray. "I am Miss Hardy," said she, I beg

Here she stopped with the syllables of further speech fairly frozen on her tongue.

A cold chill crept through all her veins as she recognized the curly brown hair, the clear, honest eyes, the thick mustache.

But the Rev. Cecil was equal to the

emergency.
"Don't beg my pardon," said he, gravely, although there was a roguish sparkle in his eyes, "Beg the pardon of society—of public opinion. No, Miss Hardy," he cried, suddenly dropping his solemn mannerism, "don't look so distressed! Of course it was a mistake. Don't linear paragraph and hard here."

Clearing sale, frock suits. Eiseman Bros., 7 & E. I know perfectly well that it was."

"Oh, dear! oh, dear!" gasped Hattle.
"I thought it was Glibert Reneau, I Clearing sale, boys' suits. Eiseman Bros., 7 & E.

619 D street northwest, buys gents' so hand clothing. Note by mail attended to

Excursion to Cape May and Atlantic City via Pennsylvania Railroad.

On Friday, the 10th inst., the Pennsylvania Railroad Company will run a select excursion to Cape May and Atlantic City at the very low rate of \$5 per the round trip. Tickets will be good going on day of issue and to return at any time within five days. Excursionists will leave the Baltimore & Potomae Railroad station.

Sixth and B streets, via Seashore Express at 11 a. m., and reach the above-name

Clearing sale, sack suits. Eiseman Bros., 7 & E

Noney plaid suits to order, \$18. Hamburger's

Clearing sale, sorge suits. Eiseman Bros., 7 & E.

"Justh's Old Stand,"

points in time for early tea.

tre of the Country.

'never had seen him, yon know, and it was so dark, and—and—''

"And so you scolded the wrong man." said Mr. Gray. "Well, I'll pass the lecture on to the genuine offender at the very first opportunity, only I am afraid I cannot emphasize it half so neatly as you can."

Oh, don't!" said Hattle, piteously, lift-

"No, I won't," said Mr. Gray, "we'll forget and forgive."

"And when Cousin Prodgitt and Mrs. Hardy came in Hattie and the young clergyman were carnestly discussing the rival merits of the geraninus on Mrs. Hardy's flower-stand.

rival merits of the geraniums on Mrs. Hardy's flower-stand. Mrs. Prodgitt stayed until spring, and when she went back home she told her daughter that Hattle Hardy was engaged

"Or at least I suspicion she is," she added, "She won't own nothin for sartin, but things ain't now what they used

Helpless Upon a Friendless Sea

Work on the New Road.

The Condemned Work-House.

The number of bricks laid on the con-

ing finished at a certain date, and it is be heved that this will delay the completion of the work until after that date,

Interesting Relies.

The National Museum has received some relies of the first iron furnace in America. This was at Falling Creek, in Chesterfield County, Virginia, a few miles below Richmond, but on the opposite side of the James. The works were begun in 1816 but in 1862 were destroyed as

1619, but in 1622 were destroyed in an Indian massacre. They were never re-newed, and the next attempt to manu-

facture iron was made by Governor Spottswood, near the present site of Fredericksburg, about 1726. To this the plantation of George Washington's father, Augustine, contributed much ore,

MINOR NEWS NOTES.

--George K. Chase, a large operator in stocks, was arrested in New York on a suit begun against him by Michael Shaug-nessy, another operator, to recover \$103,000.

The London police authorities have forbidden the sale of the issues of the Pall Mall Gazette containing articles on London vice. Mr. Spurgeon indorses the Gazette.

—Investigation will be made of the case of Wm. Satterfield, who was arrested by the police on Friday last during the riot and lodged in the insane department of the jail at Chicago.

-Schalor McPherson has again the Trenton True American's charges against him. He says that ite was in Philadelphia on the day that he is alleged to have made a corrupt bargain with Senator Sewell, but occupied no room in

any hotel.

—Near Lynchburg, yesterday, the North bound passenger train on the Virginia Midland Railway and the South-bound fast train collided. The accident was due to an open switch at Wellington station, Both engines were wrecked and a number of passengers slightly hurt.

any hotel.

Senator McPherson has again denied

of the matter.

to a young minister.

the aquatic centre of this country, is today almost dead to aquatic interest Teemer is from that neighborhood, Me Keesport, but he is about all there is to the aquaties of that locality. Amateur Sportsman is trying to get up a single seull race among the youngsters there among the amateurs.

half when the race was started.

to be. Felks as was engaged to be married used to be proud of it. But Hattie's a queer girl. She hasn't been brought up as girls was brought up in my day."—[St. Paul Globe. half when the race was started.

Callahan, the veteran of the Etizabeth Club of Portsmouth, paid the Washington Club quite a compliment at Fredericksburg. He was a loser to the tune of about \$700, yet he took defeat as he always takes both victory and defeat, philosophically. He said that they had no idea the Washington was as good as it is, and that Sweeney, bow of the Washingtons, would have been justified in fouling his crew twice before he did.

There was some enviscing manifests. Who, in taking passage in a great trans-Atlantic steamer, does not feel a thrill of exultation over her magnificent power. Against her the Storm. King may hurl his Against her the Storm King may hurl his elemental forces, nor pierce her armor, nor stop her onward course.

But let me describe a scene when, one morning in mid-ocean, there came an alarm from the pilot-house followed by a cry; "The ship's rudder is lost." From the confident expression, consternation came to every face. The wheelman being helpless to direct her course, the vessel was at the mercy of wind and wave.

There was some curiosity manifested among rowing men to-day as to who the single sculler is who is to be entered by the Washington Club at the national regatta at Boston. Opinion seemed to be divided between Smithson and Sweeney The joint regatta committee of the four clubs will meet at the rooms of the Co-lumbia Club on New York avenue next Saturday evening at 8 o'clock for organi-

zation.

The infant of a few weeks ago is now a strong child, the Washington Club being family established in popular favor. At the first annual election last night the following officers were elected for the ensuing year: President, William Dickson; vice-president, Charles G. Moore: recording secretary, Hugh A. Sweeney; corresponding secretary, H. D. McIntvertreasurer, J. H. Whitaker, Captain, I. Kimball, jr.: first lieutenant, Clinton Smithson; second lieutenant, Charles Baker; membership committee—Blanchard, Gray and Lewis; finance committee—Draw, Ellis Work on the New Road.

Chief Engineer Douglas of the Baltimore & Ohio Railroad said, last evening, that the work of grading for the new road in Philadelphia had already been begun in the Twenty-seventh Ward, but he could not tell how soon operations on an extensive scale would begin, though it would be but a very short time. "Of course, it is very important to us," he said, "to have the road completed as soon as possible and a large number of men will be put to work to push it forward. We expect to have it in running order by the 1st of January." The delay caused by the action of the port wardens in having a survey of the channel of the river made has not deferred the work on the road. It is expected that the survey will be completed in eight or ten days, when the wardens will dispose of the matter. Lewis: finance committee—Draw, Ellis and Benzler; boat-house committee—Sweeney, Griffith and Kimball. Several active members were elected last night. The club has established a contributing membership, and a number of well-known luminess men have infined that class. business men have joined that class, Among those elected as contributing mem-bers last night were Messrs. Vermilya and Standiforth.

The Columbias will miss the services of The Columbias will miss the services of Kintner to-day at Philadelphia. "Kint" has been a member of every crew almost that the club has sent out since the National regatta in 1881, when, with Nute, he made his debut in a public race, Wallach was stroke and Brace bow, and the crew, though finishing third in their fleat, yet covered the mile and a half inside of time minutes—a feat but few District. nine minutes—a feat but few District crews had been able to accomplish at that

The number of bricks laid on the con-demned new work-house turns out to be 150,000 instead of 80,000 as first stated. The authorities state that the only fault found with the work is the lack of cement. This makes it totally unfit for a prison as the mortar can be easily scraped from between the bricks. The matter is in the hands of Major Lydecker to whom the contractor appealed the matter. It will be decided probably to-day. The contractor is under a penalty of \$20 per day to have the build-ing finished at a certain date, and it is be-

are rowing together under the management of St. John.

Baseball.

Yesterday the Lancasters again fell vietims to the superior playing of the Nationals. Save for two passed balls that Cook had the game would have been a faultless one on the part of the home nine. Barr was quite effective, only three of the Lancasters batting him to any extent. Barr, Cook, Knowles and Morrisey carried oil the fielding honors. Powall again led the batting, though White got a home run. To-day is the last game between them.

delphia, I3 to 5; Chicago-Providence, 10 to 5; St. Louis-New York, 8 to 3; Boston-Buffalo, 9 to 8; Virginia-Trenton, 8 to 7; Norfolk-Newark, 7 to 4.

oer of passengers slightly flurt.

-Harriet Moore, a middle-aged widow, has commenced a suit for breach of promise against Moses Hopkins, aged 70 years, claiming damages of \$225,060. The defendant is a brother of the late Mark Hopkins the railroad magnate, from whom he inherited an estate valued at \$6,000,000. —The funeral of the late Lieutenant-Commander Henry H. Corringe took place vesterday at Grace Church. New York, Rev. Dr. Huntington officiating. His mother and sister were present as mourners, and his Egyptian body-servant, who had been with him for years, followed the coffin. seon overhaul some clubs who are now higher up the ladder.

layed yesterday. There is a movement on foot to form

the coffin.

—The trouble over the settlement of the English debt in Mexico continues. Additional arrests of students and Opposition editors have been made and the public mind is much alarmed, fearing that if the students continue their agitation there may be serious disturbance, as the government is determined to put down mobs. The streets are patrolled at night by the treets are patrolled at night by the treets are ready saddled day and night. The government has a large force of searet police all over the city, and persons making outcries against the authorities are summarily arrested. ganized, the members of which are to per-sonate the President, Vice-President and members of the Cabinet, and which is to be known as the Administration Baseball Club. The club has called upon the disinguished gentlemen represented to aid a defraying the expenses of baying uni-

Where is Moore?

Burch is playing a fine game in left field and also handling the birch in great

It's getting to be a great race between St. Louis, Pittsburg and Cincinnati, in the American Association. Both the Philadelphia nines lead in

Clearing sale, \$10 suits. Riseman Bros., 7 & E.

Tuy Berkeley. It is pure, "Alderney Dairy Wagons." Fresh Alderney butter, churned every morning and delivered in 3a B. "Ward" prints, 35c., per B. Also cottage cheese, buttermilk and gweet milk, 5c. per qt. Cream, 15c. per pint.

Pittsburg no Longer the Aquatle Cen-

It's a strange fact that Pittsburg, once rowing is dead there. The Pittsburg and shows considerable enterprise in the undertaking. There are a lot of small fry professional scullers, but no interest

Ellis Ward has had very poor suc Eilis Ward has had very poor success this season with his crews from the University of Pennsylvanna. The four-cared crew of the Fairmount Rowing Club, which Ward has been training, promises, however, to give any four in the country a hard race this season. They won at Passaic in good shape, though the time, 8:38, was partially due to an ebb tide that had been running out an hour and a half when the race was started.

It is pretty well settled now, that the Bowdoins and Browns will row off the college race on July 16. The Browns will have rather the best of it, as they are still

Kirby, the sculler, is rowing stroke for the Narragansett Eight. Tingley, another sculler, is also rowing in the crew.

The subject of crew rowing among professionals, spoken about in The Carric yesterday, has been anticipated by Ross and Hamm, who have challenged Teemer and Gauduar to a double scull race. It is hard to see just why they should connect Teemer's name with Gauduar's, when it is well known that Gauduar and Hosmer are saying together under the manager.

There is a strong feeling among the Potomae men that their light weight crew can beat the Washingtons in a mile race. It would make a very interesting contest if some one would hang up a prize to be rowed for by the two crews over a mile course. The Potomaes are speedy for the distance and lots of records would hang. listance, and lots of people would back

The single scull race at McKeesport, Pa., yesterday, between West and Priddy, was won by West, much to everyone's surprise. Time, 21:15. It looked so much like a gift for Priddy that people laughed at the idea of West making the match. Courtney says that if he had lost two important races in a foreign country and had come home with \$30,000 in his pocket, people would have talked. You're right,

Washington has been mentioned in con-nection with one of the Hanlan-Teemer races. It is hardly probable that either of the races will be rowed here, as no money consideration would be offered the men.

In the games yesterday, Detroit-Phila-

New York by losing games to St. Louis has lest all she gained by defeating Chicago, After Boston had benten St. Louis New York felt confident of doing the same. Detroit is playing a wonderful game since its reorganization, and will compromise the components of the same of the same of the same since its reorganization, and will components of the same state.

None of the American Association clubs

strong Eastern combination, including clubs in Boston, Providence Hartford, New York, Brooklyn, Philadelphia, Balti-more and Washington, for next season. A Tennessee baseball club has been or-

Harry Wright's team has taken a umble lately, and Detroit is going up in

The American Association will adopt percentage instead of guarantee next sca-

A s for WERNER'S their respective associations, as far as average attendance goes. The Athletics are not drawing as well, however, as last season, while the Philadelphias are drawing much better.

Seventy-five persons witnessed the Buffalo-Providence game the other day.

Harry Wright says that he will have the League championship sure next BARBOUR & HAMILTON, Wholesale Flour, Wine and Grocery Mer-chants, 614 to 616 Penna. Avenue.

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C. LOSEKAM, Proprietor. Drew's New Drug Store, NINTH AND PENN. AVENUE.

Open all night. CARPETINGS. GEO. WILLNER

Has in stock a full line of Carpetings, all grades Olicloths, Cocca and Straw Mattings, Also latest styles in Wall Paper, Window Shades and Curtain Goods. Wire Window and Door Screens. PRICES LOW. GEORGE WILLNER, 429 NINTH STREET NORTHWEST.

RAILROADS.

BALTIMORE & OHIO RAILROAD.

SCHEDULE IN EFFECT SUNDAY, MAY 3, 1885, UNTIL FURTHER NOTICE.

Leave Washington from Station, corner New Jersey avenue and C street. For Chicago, 10 a. m. and 10:10 n. a. daily. The 10 a. m. is a Fast Limited Express to Pittsburg and Chicago, arriving in Pittsburg at 7:30 p. m. (Decago next morning at 8:35, No catra fare is charged on this train for fact the

No extra fare is charged on this train for fast time.

For Chetmati, Louisville and St. Leuis daily at 330 p. m. and 10:10 p. m., with theoretic coaches and Paince Stepring cars to above points without change. 3:30 p. m. train is a fast finited train to Checkman and St. Louis arriving in Chemnati, next morning at 7:15, St. Leais Case p. m. No extra fare is charged in this train for fast time.

For Pittaburg at 10 a. m., with Parior Car, and 9:10 p. m. daily to 10:15-burg. Covering and Detroit, with steeping cars to Pittaburg.

For Bellimore on week days—5, 6:10, 0:10, 7:30, 8:30 and 10:05 a. m., 12:10, 1:23, 7:10, (65-minute train), 3:30, 4:30, 4:40, 5:40, 0:40, 7, 8:25 and 11 p. m.

For Ballimore on Sundays—6:10, 7:39, 8:30

7, 8:25 and 11 p. m.
For Baltimore on Sandays—6:10, 7:20, 8:30
and 10:05 a. m., 1:25, 1:30, 3:30, 4:30, 5:40,
6:40, 7, 8:25 and 11 p. m.
For points on the Shenandoah Valley Raffroad and points Scuth, 9:25 a. m. and 9:10 p.
m. daily 9:25 a. m. train has Pollman Sleeper from Washington to New Orleans
For Angarolis, 6:40 a. m. and 12:10 and

For Annapolls, 6:40 a. m. and 12:10 and 4:30 p. m.; on Sunday, 8:30 a. m. and 4:40 4:30 p. m.; on Sunday, 8:30 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 8:30 a. m., 12:10, 3:30, 4:40, 7 and 11 p. m. On Sandaya, 8:30 a. m., 1:30, 3:30, 4:50, 7 and 11 p. m. Per starions on Metropolitan Branch, 7:25 a. m. and 11 15 p. m. daily, except Sunday, for principal stations on Metropolitan Branch, 7:25 a. m. and 12 13; 8:40 a. m. daily on Sunday stops at all stations; for Lexington, Saunton and Valley Branch, 8:40 a. m. daily, except Sunday; for Frederick, 8:40 a. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday; for Frederick, 8:40 a. m., 4:40 p. m. daily, except Sunday.

Sunday. For local stations between Washington and Gaithersburg, 12:30 p. m. daily, except San-

day.

For Hagerstown and Winelester, 8:40 a. m. daily, except Sunday, and 5:30 p. m. daily to Hagerstown; daily, except Sunday, to Winelester. chester.
Trains arrive from the West daily, 6, 7:20 a.
m. 1:15, 6:30 p. m.
From Annapolis, 8:30 a. m. and 1:50 and
5:25 p. m.; Sunday, 10:35 a. m. and 6:35 p. m.
From Lexington, 5:30 p. m. daily, except
Sunday. unday.

From Frederick and intermediate points, 225 n. m. and 8:15 p. m. dally, except San-

8:25 a. m. and 8:15 p. m. daily, except Sanday.
Trains leave Baltimore for Washinston at 5:10, 6:30, 7:20, 9, 9:05 and 19:30 a.m., 12:15, 2:30, 3, 4, 4:20, 5, 6:30, 8, 9 and 11 p. m. On Sundays, 6:30, 7:20, 9 and 9:05 a. m., 1:30, 2:30, 4:20, 5, 6:30, 8, 9 and 11 p. m.
All rains from Washington stop at Relay Station, except 1:25, 3:15 and 6:40 p. m.
For turther information apply at the Baltimore & Ohio ticket office—Washington Station, 6:19 and 1:351 Penna, ave., corner of 14th st., where orders will be taken for baggage to be checked and received at any point in the city.

C. K. LORD, G.P. A.

B. DUNHAM, Gen. Man., Baltimore.

THE GREAT

PENNSYLVANIA ROUTE. TO THE NORTH, WEST AND SOUTHWEST.

TO THE NORTE, WEST AND SOUTHWEST.

DOUBLE TRACK. SPLENDID SCENERY STEEL RAILS, MAGNIFILENT EQUIPMENT. IN EFFECT JUNE 21, 1885.

Trains leave Washington from station, corner of Sixth and B streets, as follows:

For Pittsburg and the West, Chicago Limited Express of Palace Sleeping Cars at 9:50 a. m. daily; Fast Line, 9:50 a. m. daily to Chicannati and St. Louis, with Sleeping Cars from Harrisburg to Cincinnati and Hotel Car to St. Louis; daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. Chicago and Cincinnati Express at 7:10 p. m. daily, with Sleeping Cars Washington to Chicago and Harrisburg to Bonisville; connecting at Harrisburg to Bonisville; connecting at Harrisburg with Western Express with through sleepers for Cleveland and St. Louis, Pacific Express, 10 p. m. daily for Pittsburg and the West, with through sleeper Harrisburg to Chicago.

BALTIMORE & POTOMAC BALEROAD.

BALTIMORE & POTOMAC BAILROAD.
For Eric, Canandaigna, Rochester, Buffalo, Ningara, 10 p. m. daily, except Saturday, with Palace Cars Washington to Rochester.
For Williamsport, Lock Haven and Elmira, at 9:50 a. m. daily, except Sunday.
For New York and the East, 7:15, 8:30 and 11 a. m., 2, 4, 10 p. m. and 12:15 night. On Sunday, 8:30 a. m., 2, 4, 10 p. m. and 12:15 night. Limited Express of Pullman Parlor Cars 9:40 a. m. daily, except Sunday.
For Boston without change, 2 p. m. every day. For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, afferding direct transfer to Fulton street, avoiding double ferriage across New York city. BALTIMORE & POTOMAC BAILBOAD.

eity.
For Philadelphia, 7:15, 8:30 and 11 a. m., 2,
4, 6, 10 p. m. and 12:15 night. On Sunday,
8:30 a. m., 2, 4, 6, 10 p. m. and 12:15 night,
Limited Express, 9:30 a. m. daily, except

Sunday.

For Baltimore, 6:35, 7:15, 8:30, 9:40, 9:50, 11
a. m., 12:05, 2, 4, 4:25, 4:40, 6, 7:10, 10 p. m.
and 12:15 night. On Sunday, 8:30, 9:50, 11
a. m., 2, 4, 6, 7:10, 10 p. m. and 12:15 night.
For Pope's Creek Line, 7:15 a. m., and 4:40 p.
m. dally, except Sunday.
For Annapolis, 6:35 a. m., 12:05 and 4:25 p. m.,
dally, except Sunday. On Sunday 4 p. m.

ALEXANDRIA & FREDERIOK SBURG RAILWAY AND ALEXANDRIA & WASBINGTON BALLEOAD.

For Alexandria, 6, 7, 9:25, 11:01 and 11:35

For Alexandria, 6, 7, 9:25, 11:01 and 11:35 a. m., 2:05, 4:26, 4:45, 6:25, 8:05 and 11:37 p. m. On Sunday at 6, 9:25, 11:01 a. m., 8:05 p. m. p. m. On Sunday at 6, 9:25, 11:91 a. m., 8:95 p. m.

For Richmond and the South, 6 and 11:01 a. m. daily and 4:45 p. m. daily, except Saunday, Trains leave Alexandria for Washington 6:05, 8, 10, 10:10 a. m., 1, 3:05, 3:23, 5:10, 7:05 and 11:35 p. m. and 12:10 midnight, except Monday. On Sunday at 8 and 10:10 a. m., 7:95 and 11:35 p. m. and 12:10 night.

Tickets and information at the office, northeast corner of Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

CHAS. E. PUGH.

General Manager.

Gen. Passenger Agent.

CHESAPEAKE & OHIO RAILWAY

CHESAPEARE & UNIU BAILWAY

(LEAVE B. & P. DEPOT, SIXTH AND BSTS.)

11:15 A. M.—For all way stations, Lexington,

Ky., Louisville, Cincinnati, Columbus, St.

Louis. Daily except Sanday. Through
Parlor Car to White Sulphur Springs.

14 A. M.—For Newport News, old Point Comfort and Norfolk. Daily except Sunday.

5:45 P. M.—For Louisville, Cincinnati, St.

Louis and Chicago, connecting for all
points West, Northwest and Southwest;
fast express daily; does not stop for local
business; through Pulman service to

Louisville and Cincinnati.

For tickets and information apply at C. & O.

Railway office, S13 Pennsylvania avenue,
under National Hotel; Va. Midland Railway
office, 601 Pennsylvania avenue, and B. & P.

Station.

H. W. FULLER. General Passenger Agent

C. W. SMITH. General Manager, FRANK TRIGG, N. E. Passenger Agent. WASHINGTON, OHIO & WESTERN R. R.

On and after JUNE 14, 1885, trains will leave from and arrive at 6th and B sts. Depot as follows: Leave Washington 9 a. m. and 4:35 p. m., dally: arrive at Bolmont Park 10:51 a. m. and 6:26 p. m.; Leesburg 11:91 a. m. and 6:36 p. m.; arrive at Round Hill at 11:43 a. m. and B. arrive at Washington at 8:35 a. m. and 3:46 p. m.; Belmont Park 6:54 a. m. and 3:58 p. m., and arrive at Washington at 8:35 a. m. and Special excursion rates and Sunday trains to elmont Park. Monthly and commutation rates to all points.
S. M. BROPHY, Supt., Alexandria.
E. J. LOCKWOOD, Pass. Agt., 507 Pa. ave.

STEAMBOATS.

Dailly Line to Norfolk and Fortress Monroe, Steamers George Leary and Excelsior, commencing May 6, 1885.
One of these popular steamers will leave Seventh-street wharf Dailly, except SUNDAY, at 5:30 p. m. For particulars inquire at Company's office, 7th st. wharf. Telephone No. 745:3. W. F. WELCH, General Agent.

FORTHESS MONROE AND NORFOLK.
FORTHESS MONROE AND NORFOLK.
FIRST-CLASS FARE, \$1: ROUND TRIP, \$1.25.
Sicemer JANE MUSILLEY Monday, Wednesday and Saturday at \$1.50 p.m.
Passage and rooms secured at General Office,
Sixth-attreet wharf. Telephone call, 91.
POTOMAC RIVER LANDINGS.—Steamer
THOMPSON Monday, Wednesday and Friday at
7 a. m. 801

WOOD AND COAL.

WOODI COAL JOHNSON BROS.,

WHARVES AND RAILEGAD YARD
12th and Water Sts. S. W.
BRANCH YARDS AND OFFICES,
(Connected by Telephone.)
1202 F street northwest.
1740 Fennsylvania ave. northwest.
1112 Ninth street northwest.
Corner 3d and K streets northwest.
my6-tf 221 Fennsylvania ave. southwest,